

TOPIC: Rail Traffic via Forst/Lausitz

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REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

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1. [REDACTED] that this station is provided with one track. Trains arriving from Poland run from Teuplitz, about 16 km east of the Neisse River, to Forst, where locomotives are exchanged. Brigade locomotives do not operate via Forst. The nearest locomotive brigade, Locomotive Column No 10, is located in Cottbus. This brigade operates the trains from the Forst border crossing point to their destinations in the Soviet Zone of Germany. (1) All the trains to and from Poland stop in Forst for about four hours. During this time, German and Polish rolling-stock foremen inspect the railroad cars for suitability for transit operations.

2. In early July 1951, a new border crossing station was being built in Forst-Altstadt, east of the Neisse River, in the Berge town section. This railroad station is designed to assume the functions presently exercised by the Teuplitz railroad station. At present the new railroad station is scheduled to be provided with three tracks. (2) Soviet railroadmen stated that a new railroad line running from Sorau to Cudow via Sonnenfeld was completed about 1 May 1951 but that the line was not yet in operation. (3) On the German side of the border an alternate line running via Wils (sde) near Forst is being built. The line, which does not run via the Forst railroad station, is to handle rail traffic from Cudow to Cottbus. It is single track and has such a sharp curve that heavily loaded trains have to come to a stop there and then require aid from an additional locomotive before starting again. (4) The bridge over the Neisse, which was demolished on the Polish-occupied side of the river, is being repaired. The concrete piers are being reconstructed. (5)

3. On 6 July 1951, a train loaded with coal from Upper Silesia passed through Wroclaw-Ehrikirch. The axle of one of the Polish four-axle cars broke, damaging the track for about 100 meters. Since that time, the Wroclaw-Ehrikirch border crossing station has been closed and transit trains are rerouted via Forst/Lausitz. (6)

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4. [REDACTED] the following numbers of trains passed through the Forst border crossing point, in the directions indicated, during the period from 2 through 9 July 1951:

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 2
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Date	Number of Trains	Load	To
a. Westbound shipments.			
2 July	1	coal and coke	Falkenberg, and then probably to Brandenburg/Havel and Unterwellenborn
	1	"	Berlin-Rummelsburg, Niederschoeneweide
3 July	1	"	Falkenberg, and then probably to Brandenburg/Havel and Unterwellenborn
	1	"	Berlin
4 July	1	"	"
	1	"	Falkenberg, and then probably to Brandenburg/Havel and Unterwellenborn
	1 (120 axles)	ammunition	in the direction of the Elbe River (sic) *
5 July	1	coal and coke	Falkenberg
	1	"	Berlin
	1	"	the train was disassembled
6 July	1	"	Berlin
	2	"	Falkenberg
7 July	2	"	"
	2	"	Berlin
	3	"	Saxony
	1	empty tank car	unknown destination
8 July	2	coal and coke	Falkenberg)
	2	"	Berlin 60 boxcars each)
	2	ammunition	unknown destination *)
9 July	2	coal and coke	Falkenberg)
	2	coal and coke	Berlin)
	2	"	30 cars each unknown destination)
	1	ammunition	Cottbus)
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3

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b. Eastbound shipments.

4 July	1	empty gondola cars	unknown destination
5 July	1 of 27 cars	undetermined	Leuna
	22 cars	180 bicycles per car	Suhl/Thuringia
	17 cars	narrow-gauge cars	"alle-Amendorf (7)
	1	empty gondola cars	unknown destination
6 July	1	empty gondola cars	")
	2	filled railroad tank cars	Grosskorbetha) 30 cars each
7 July	1 of 14 cars	iron ore	Blankenburg/Hatz Mts (Braune-Sumpf) (8)
	5	empty gondola cars	unknown destination
9 July	2	empty gondola cars	") (9)

* Note: The shipments marked by an asterisk crossed the border in Guben where they were provided with new shipping labels before being sent to Forst.

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Comments.

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(1) Forst is probably not used for Soviet transit traffic. Locomotive Column No 10 in Cottbus is equipped with about 30 type 52 locomotives. 25X1A

(2) This is reported for the first time but appears possible since Teplitz, in Polish occupied Germany, is too far from Forst and thus is not well qualified for a border crossing point.

(3) It is believed that this refers to the reconstruction of the formerly double-track Sorau-Liebsgen-Gassen-Commerfeld line. Possibly, only one track of this line, which would be of importance as a link between the Guben-Sagan and the Forst-Sagan lines, will be rebuilt.

(4) This statement definitely refers to the construction of a rail link directly west of Forst. This link, which will eliminate the Forst railroad station, will establish a direct connection between the Forst-Cottbus and the Forst-Guben lines. The latter line was reconstructed and reopened only on 1 April 1951. 25X1A

(5) The bridge is about 40 meters long and rests upon a center pier. It was reconstructed in a temporary fashion and has long needed repair. It is apparently planned to replace this structure by a permanent bridge.

(6) The daily operations reports of the Soviet Zone Directorate General, Railroads, in Berlin, continued to list rail traffic via Horka-Wehrkirch during the period from 3 through 10 July 1951. Possibly the slight traffic via this station could be maintained in a makeshift way.

(7) Export and reparations deliveries by the railroad car factory in Amendorf near Halle.

(8) The shipment was an export or reparations delivery from the Leuna Hydrogenation plant dispatched to Freital.

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4

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